

# Memorandum

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**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** Historic Landmarks  
Commission

**SUBJECT:** SEE BELOW

**DATE:** May 13, 2015

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**COUNCIL DISTRICT: 6**

**SUBJECT: HISTORIC LANDMARKS COMMISSION NOMINATION OF THE LOS GATOS CREEK TRESTLE AS A LANDMARK OF SPECIAL HISTORICAL, ARCHITECTURAL, CULTURAL, AESTHETIC OR ENGINEERING INTEREST OR VALUE OF A HISTORIC NATURE (HL15-216)**

## **REASON FOR ADDENDUM**

The Three Creeks Trail Pedestrian Bridge Project, which includes demolition of the trestle, is scheduled to be heard before the City Council on May 19, 2015. Should the Council vote to designate the trestle as historic landmark, the trestle would be considered a historic resource pursuant to CEQA. A determination of whether to treat the trestle as a historic resource must be made prior to certification of the EIR and consideration of the Three Creeks Trail Pedestrian Bridge Project.

## **RECOMMENDATION**

The Historic Landmarks Commission voted 6-0-1 (Schultz absent) to recommend that the City Council adopt a resolution to designate the Los Gatos Creek Trestle as a landmark of special historical, architectural, cultural, aesthetic or engineering interest or value of a historic nature.

## **OUTCOME**

Designation of the Los Gatos Creek Trestle as a City Landmark would establish the trestle as a historical resource for the purposes of the California Environmental Quality Act (CEQA). Designation of the trestle as a City Historic Landmark Structure would require the issuance of Historic Preservation (HP) permits for exterior changes to the structure, including demolition. Should the City Council designate the Trestle as a City Landmark, the Council would need to defer consideration of the Draft Environment Impact Report for the Three Creeks Trail Pedestrian Bridge Project under the May 19, 2015 City Council Meeting agenda

item. Revisions would be required to the Draft EIR to address potential impacts to the historic resource. Any modifications to the trestle would be analyzed for conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties to avoid a significant impact for purposes of CEQA.

## **BACKGROUND**

The City and its consultant CH2M Hill prepared an EIR for the Three Creeks Pedestrian Bridge project, which involves demolition of the trestle. The EIR is available on the City's website at: <http://www.sanjoseca.gov/index.aspx?NID=2434> . The Draft EIR was circulated for Public Comment from January 28, 2015 through March 13, 2015. The EIR contains a historic analysis of the trestle bridge by Stephen Mikesell, an Architectural Historian specializing in bridges and trestles. The Historic analysis and the EIR concluded that the trestle did not qualify for listing in either the California Register of Historic Resources or the National Register of Historic Places, and that the trestle did not appear meet the criteria for City's Landmark designation. The EIR recognizes that the City Council is the decision-making authority in the City's Landmark process.

The Historic Landmarks Commission (Commission) commented on the Draft EIR at their March 1, 2015 hearing. The Commission submitted a comment letter to the City during the Draft EIR comment period that stated that the Commission believes that the historical evaluation contained in the Draft EIR is inadequate and disagrees with its findings. The Commission requested that the Director of Planning, Building and Code Enforcement bring the Trestle back to the Commission for consideration to nominate the Trestle as a City Landmark or other designation of local significance prior to final action on the Draft EIR.

Pursuant to the Historic Preservation Ordinance (Municipal Code Chapter 13.48), the Commission and City Council may consider, among other relevant factors, eight criteria in making the findings that a proposed landmark has special historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature. The factors are listed below.

1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture;
2. Its location as a site of a significant historic event;
3. Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history;
4. Its exemplification of the cultural, economic, social or historic heritage of the city of San José;
5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style;

6. Its embodiment of distinguishing characteristics of an architectural type or specimen;
7. Its identification as the work of an architect or master builder whose individual work has influenced the development of the city of San José;
8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.

## **ANALYSIS**

On May 6, 2015, the Historic Landmarks Commission held a public hearing to consider nomination of the Los Gatos Creek Trestle as a City Landmark. Staff from the Department of Parks, Recreation and Neighborhood Services and the Department of Public Works provided a presentation to the Commission regarding the Three Creeks Trail project, the condition of the Trestle, and the cost and maintenance implications of preservation of the Trestle. Planning Staff recommended that the Historic Landmarks Commission decline to nominate the Trestle as a City Landmark. Staff indicated that based on the historic analysis contained in the Three Creeks Pedestrian Bridge Project EIR, the Trestle did not appear to meet the qualifications for designation as a City Landmark for the reasons further described in the attached staff report to the Historic Landmarks Commission.

Many members of the public spoke in support of the proposed City Landmark designation. They spoke to the connection between the Trestle and the Santa Clara Valley fruit industry. They spoke to the rarity of this type of Trestle in San José and noted the Trestle provides a visual connection to San José's past that a new bridge would not. A few members of the public spoke in opposition of the Landmark designation, indicating that 40% of comments on the Three Creeks Trail Draft EIR were in support of replacing the Trestle and that a new bridge would be more visually pleasing and noted that the prominent families historically associated with the fruit industry have not expressed interest in preservation of the Trestle.

After the close of the public hearing, the Commission expressed support for the City Landmark designation. They noted that the trail connection would be achieved by either a retrofit of the existing bridge or a replacement. They indicated that while additional maintenance costs may be required for a retrofit of the trestle versus a new structure, this is true of all historic structures and should not diminish the historic merits of the Trestle. They indicated that the Trestle reflects San José's history, and that San José should place more of an emphasis on preservation of its few remaining historic structures.

Based on testimony provided during the public hearing and correspondence citing historic research from members of the public at this hearing and to the DEIR, the Commission found that the Trestle warranted City Landmark designation because it meets the following six criteria:

1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture;
2. Its location as a site of a significant historic event;
3. Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history;
4. Its exemplification of the cultural, economic, social or historic heritage of the city of San José;
5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style; and
6. Its embodiment of distinguishing characteristics of an architectural type or specimen.

The Commission voted 6-0-1 (Schultz absent) to nominate the Trestle as a City Landmark based on the above findings.

### **PUBLIC OUTREACH**

Staff followed the public notification requirements of Section 13.48.110 of the San José Municipal Code. A notice of this hearing appeared in a newspaper of general record at least 10 days prior to the hearing, a mailing of the notice to the property owner and occupants, and posting the notification of the hearing along the frontage of the site. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

### **COORDINATION**

This memo was coordinated with the City Attorney's Office.

### **CEQA**

The Landmark designation is not considered a project under CEQA. Pursuant to CEQA Guidelines Section 15378, a project means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. The designation of the Los Gatos Creek Trestle as a City Landmark in itself would not result in any physical changes to the structure; therefore, would not have any direct or indirect physical change on the environment.

/s/  
HARRY FREITAS, SECRETARY  
Historic Landmarks

For questions please contact Sylvia Do, Division Manager, at (408) 535-7907



## HISTORIC LANDMARKS COMMISSION STAFF REPORT

<b>File No.</b>	<b>HL15-001</b>
<b>Application Type</b>	<b>Historical Landmark Nomination for the Los Gatos Creek Trestle</b>
<b>Location</b>	<b>Former Western Pacific right-of-way between Coe Avenue and Lonus Street</b>
<b>Zoning</b>	<b>R-1-8 Single Family Residence, LI Light Industrial</b>
<b>Council District</b>	<b>6</b>
<b>Historic Area</b>	<b>No</b>
<b>Historic Classification</b>	<b>No</b>
<b>Annexation Date</b>	<b>October 31, 1936 (Willow Glen) and October 14, 1935 (SW Industrial District)</b>
<b>CEQA</b>	<b>Not a project</b>

### APPLICATION SUMMARY:

Historical Landmark Nomination to designate the Los Gatos Creek Trestle (Trestle) as a landmark of special historical, architectural, cultural, aesthetic or engineering interest or value of an historic nature.

### RECOMMENDATION:

Planning staff recommends that the Historic Landmarks Commission consider the available information and decline to nominate the Trestle for City Landmark designation.

### PROJECT DATA

GENERAL PLAN			
General Plan Designation		Light Industrial; Open Space, Parkland and Habitat; Residential Neighborhood <input type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Not Applicable	
SURROUNDING USES			
	General Plan Land Use	Zoning	Existing Use
North	Light Industrial	LI Light Industrial	Various Industrial
South	Residential Neighborhood	R-1-8 Single-Family Residence	Single-Family Residence
East	Open Space, Parkland and Habitat	R-1-8 Single-Family Residence	Los Gatos Creek
West	Open Space, Parkland and Habitat	LI Light Industrial	Los Gatos Creek

## BACKGROUND AND PROJECT DESCRIPTION

### Site Description

The Los Gatos Creek Trestle is located along the former Western Pacific Railroad right-of-way approximately 200 feet south of Lonus Street. The Trestle, which was constructed in 1922, is an open-deck pile-supported railroad trestle that has an overall length of approximately 210 feet and is approximately 25 feet high at its tallest point. The Trestle is located within the western alignment of the planned Three Creeks Trail.



Site location

### Background

The western alignment of the Three Creeks Trail travels through the Willow Glen area of San José. For context, the entire Three Creeks Trail is proposed to extend from Lonus Street (near the Los Gatos Creek Trail), link to the future Guadalupe River Trail, link to the existing Highway 87, and extend to the Coyote Creek Trail (within Kelley Park). The trail system was identified in the City's Greenprint for Parks and Community Facilities and Programs in September 2000 and continues to be referenced in the Greenprint's 2009 update. The Envision San Jose 2040 General Plan recognizes the trail system as part of the City's 100-mile interconnected trail network and generally defines an alignment through this area of the City. The entire trail system alignment is indicated by maps found on the trail system's web page at <http://www.sanjoseca.gov/index.aspx?nid=2883>.

In 2004, the City completed an environmental impact assessment for the Los Gatos Creek Trail, Reach 4 project, which at the time included a retrofit of the existing Los Gatos Creek Trestle. The assessment was completed pursuant to the California Environmental Quality Act (CEQA), and consisted of an Initial Study and Mitigated Negative Declaration (Los Gatos Creek Trail, Reach 4 IS/MND) (File No. PP04-01-014).

Subsequent to that action, the City further studied the potential to retrofit the Trestle as part of an engineering study, which was completed in 2012. This document is available online at <http://www.sanjoseca.gov/DocumentCenter/View/11898>. The study considered the condition of the structure and determined the extent of a retrofit project would be much greater than anticipated by previous engineering and environmental studies. Given the relative merits of a retrofit versus a replacement project, the City decided to advance the replacement project. The replacement bridge would be a free-span structure, leading to the removal of all obstructions within the riparian channel. The City adopted a new Initial Study/Mitigated Negative Declaration (City Project No. PP13-085) in January 2014. The Initial Study/Mitigated Negative Declaration was the subject of legal action, which resulted in a July 2014 Superior Court ruling that required preparation of an Environmental Impact Report (EIR).

The Draft EIR was circulated for a public review and comment period from January 28, 2015 to March 13, 2015. The Historic Landmarks Commission (Commission) commented on the Draft EIR at their March 1, 2015 hearing. A letter containing the Commission's comments was signed by the Vice Chair and submitted to the City prior to the end of the comment period. A general summary of the Commission's comments is that the Commission believes that the historical evaluation contained in the Draft EIR is inadequate and disagrees with its findings. The Commission requested that the Director of Planning, Building and Code Enforcement bring the Trestle back to the Commission for consideration to nominate the Trestle as a City Landmark or other designation of local significance prior to final action on the Draft EIR.

The City has reviewed and prepared written responses to all comments received during the Draft EIR comment period. The EIR text and associated technical reports have been updated as necessary to address issues raised in the comments. A copy of the First Amendment to the Draft EIR is attached to this report, which includes public comments, the response to the comments, and the updated historical evaluation. This document is also posted on the Planning Division's website at <http://www.sanjoseca.gov/index.aspx?NID=2434>.

### **City Landmark Nomination and Designation Process**

The process for City Landmark nomination and designation is set forth in Part 2 of Chapter 13.48 of the San Jose Municipal Code. Any potentially historic structure may be nominated for designation as a City Landmark by the property owner, the City Council, or the Historic Landmarks Commission. A nomination by the Commission must be made at a duly noticed public hearing. Should the Commission vote to nominate the Trestle as a City Landmark, the Director of Planning, Building and Code Enforcement will set a public hearing before the City Council for decision on the Commission recommendation, if any. If nominated, the City Council would designate or decline to designate by resolution.

Pursuant to Section 13.84.100(H) of the San Jose Municipal Code, prior to nominating a potentially historic property for designation as a City Landmark, the Commission must make the following findings based on the evidence on file and considered during the hearing:

1. That the proposed landmark has special historical, architectural, cultural, aesthetic, or engineering interest or value of a historical nature, and
2. That its designation as a Landmark conforms with the goals and policies of the General Plan.

The City Council is required to make the same finding for approval of a City Landmark designation. The factors that may be considered in making that determination are discussed later in this report.

## ANALYSIS

At the direction of the Historic Landmarks Commission, the Director of Planning, Building and Code Enforcement duly noticed the April 1, 2015 Commission hearing for consideration of the City Landmark nomination for the Los Gatos Creek Trestle. The nomination hearing was deferred at the April 1<sup>st</sup> hearing to the May 6, 2015 so that the First Amendment to the Draft EIR would be available for the Commission to consider when making the decision whether or not to nominate the structure. The proposed Landmark nomination has been analyzed with respect to conformance with: 1) the Envision San Jose 2040 General Plan; and 2) the Historic Preservation Ordinance.

### Envision San José 2040 General Plan Conformance

Should the Commission and City Council find that the Trestle has special historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature, the City Landmark designation of the Trestle would conform to General Plan Goal LU-13, “to preserve and enhance historic landmarks and districts in order to promote a greater sense of historic awareness and community identity and contribute toward a sense of place.” Further, this Landmark nomination process includes opportunity for public input and comment therefore conforms to General Plan Policy LU-15.1: “Encourage widespread public participation in the identification and designation of historically or culturally significant buildings structures, sites, areas, and/or places to update and maintain the City’s Historic Resources Inventory”.

### Historic Preservation Ordinance Conformance

A historic evaluation of the Trestle was prepared as part of the Draft EIR, and updated based on information received through the EIR public comment process. Issues that were provided by the public as part of the Initial Study/Mitigated Negative Declaration (City Project No. PP13-085) in January 2014, and scoping for the Draft EIR largely formed the basis for the research for the historic evaluation. These issues are summarized in five categories below, followed by a brief summary of the conclusions of the revised historic evaluation. Please refer to the attached revised historic evaluation for more complete information:

#### 1. Rarity of the Trestle and its importance as an example of a timber trestle bridge

*Analysis: There are no public records available that catalog the exact number of railroad bridges of this type in Santa Clara County, and conducting on-site surveys would require trespassing onto railroad right of way. However, as stated in the historic analysis, the timber trestle “has been a mainstay of railroad bridge design since the earliest years of railroad construction and operation, and remains so today”. Local historian Jean Dresden maintains that there are eight existing trestles. However, this has not been independently verified as there are no available public records of the number of timber rail trestle bridges in Santa Clara County and the source for this information has not been provided. As discussed in the updated historical evaluation, the Los Gatos Creek Trestle is a typical timber bent trestle that is neither innovative nor unique, and, therefore does not rise to the level of significance for designation as a City Landmark based on this category.*

## 2. Relationship to Fruit Industry in San Jose

*Analysis: While there is no doubt that Western Pacific railroad was utilized as a means of transportation for the fruit packing industry, it is only one part of many transportation networks that served the industry. For the reasons stated in the revised historic evaluation, the Trestle's association with the industry is secondary at best; therefore, the Trestle does not warrant City Landmark designation based on this category. The industry is represented in San Jose by other directly related resources such as the packing plants, canneries and related buildings. Many of these buildings are already designated as City Landmarks (including but not limited to: HS92-79 - Pickle Factory Plant No.39; HS92-80 - Mariani Building; HS92-94 - American Can Company Factory; HL05-154 - Cal Pak District Manager's Office).*

## 3. Relationship to the Grade Separation Movement

*Analysis: The Trestle is not representative of the problem or solution related to the movement to separate automobile and train traffic. Therefore, it does not warrant designation as a City Landmark based on this topic. Examples of structures in San Jose that are directly associated with the grade separation movement and that may warrant historic designation are the various grade separations built with the realigned Southern Pacific tracks, such as those nearby Diridon Station.*

## 4. Relationship to the History of the Community of Willow Glen

*Analysis: The Trestle pre-dates the incorporation of Willow Glen and is not associated with the history of Willow Glen in any important way. The historical record shows that it was the realignment of the Southern Pacific railroad, not the construction of the Western Pacific railroad, that directly related in the incorporation of Willow Glen. Examples of railroad related resources that are more closely associated with the history of Willow Glen as an independent community are Diridon Station (City Landmark HL94-100) and the grade separations nearby the station, which were specifically built for the realignment of the Southern Pacific line that has a direct relationship with the incorporation of Willow Glen.*

## 5. Relationship to the History of the Western Pacific Railroad and Western Pacific San Jose Branch

*Analysis: The historic context for the Western Pacific Railroad does not suggest that this trestle is associated with its development in any important way. The trestle was one part of a larger coordinated rail network and is a common form that is not related to any unique or difficult crossing. The Trestle is a small, common component of a branch line of a much larger railway.*

Pursuant to the Historic Preservation Ordinance (Municipal Code Chapter 13.48), the Commission may consider, among other relevant factors, eight criteria in making the findings that a proposed landmark has special historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature. The Commission should use analysis contained in the First Amendment to the Draft EIR to base their consideration of the criteria below. The criteria are listed below.

1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture;
2. Its location as a site of a significant historic event;

3. Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history;
4. Its exemplification of the cultural, economic, social or historic heritage of the city of San José;
5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style;
6. Its embodiment of distinguishing characteristics of an architectural type or specimen;
7. Its identification as the work of an architect or master builder whose individual work has influenced the development of the city of San José;
8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.

Criteria 1, 2 and 4 relate to potential association with the fruit industry, the history of Willow Glen, and the history of the Western Pacific Railroad. As discussed in the analysis above, the evidence does not support a strong enough association with any of those topics to warrant City Landmark designation. Criteria 6 and 8 relate to the rarity of the Trestle and its importance as an example of a timber trestle bridge. The historic evaluation for the trestle shows that the timber trestle bridge is a common form and this trestle is not a unique or rare example; therefore, the evidence does not support City Landmark designation based on these criteria. There has been no suggestion made that the Trestle is associated with persons who contributed to our history (criterion 3), nor is there any indication that the Trestle portrays the environment of a group of people in an era of history characterized by a distinctive architectural style (criterion 5), and there is no evidence that the Trestle is the work of a master architect or builder (criterion 7).

Based on these criteria, the Trestle does not warrant City Landmark designation, therefore, staff does not recommend that the Historic Landmarks Commission nominate the Trestle for City Landmark designation.

Should the Commission vote to nominate the Trestle as a City Landmark based on the finding that it has special historical, architectural, cultural, aesthetic or engineering interest of value of a historical nature after consideration of the above listed criteria, the Director of Planning will forward the Commission's nomination to the City Council for consideration of a landmark designation at a public hearing. The decision of the City Council to approve or disapprove the City Landmark designation would take place prior to the City Council consideration of the Environmental Impact Report for the Three Creeks Trail Pedestrian Bridge Project.

### **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**


The Landmark designation is not considered a project under CEQA. Pursuant to CEQA Guidelines Section 15378, a project means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. The designation of the Los Gatos Creek Trestle as a City Landmark in itself would not result in any physical changes to the structure; therefore, would not have any direct or indirect physical change on the environment.

**PUBLIC HEARING NOTIFICATION**

- ☐ **Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater.  
(Required: Website Posting)
- ☐ **Criterion 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City.  
(Required: E-mail and Website Posting)
- ☐ **Criterion 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. (Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)

Staff followed the public notification requirements of Section 13.48.110 of the San Jose Municipal Code. A notice of this hearing appeared in a newspaper of general record at least 10 days prior to the hearing, a mailing of the notice to the property owner and occupants, and posting the notification of the hearing along the frontage of the site. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

**Project Manager:** Martina Davis, Historic Preservation Officer

**Approved by:** *8MWA*  , Division Manager for Harry Freitas, Planning Director

**Date:**

*4/28/15*

**Attachments:**

First Amendment to the Draft Environmental Impact Report

Letter from Jean Dresden

**Owner/Applicant:**

City of San Jose  
200 E Santa Clara St.  
San Jose, CA 95113

March 19, 2015

Martina Davis  
Planning Department  
City of San Jose

Dear Martina:

The Los Gatos Creek trestle of the Western Pacific (WPRR) embodies multiple themes in San Jose's and California's history. It represents the actions of local boosters to grow the city of San Jose and to help it escape from the clutches of the Southern Pacific dominance. It also represents the difficulty of negotiating with the gargantuan Southern Pacific and the evolution of the California Railroad Commission and the grade separation requirements issued by the RR Commission. The story involves multiple famous San Jose persons and their competing interests. As I reviewed the material that I submitted for the DEIR, I realized that I left out some details needed to understand the role of the trestle in the fight for San Jose's economic growth.

Themes:  
Progressive Era  
Railroads  
Fruit industry  
Economic Expansion  
Land speculation/Annexation  
Grade Separation Movement  
City of Willow Glen

#### **More About The Western Pacific Los Gatos Creek Trestle**

Timber was brought to the construction site in July 1921.<sup>1</sup> It was completed in 1922. It is 25 ft. above grade and 210 ft long. It is not known how deep the piles go under the ground surface. The trestle uses pile cap construction. Comprised of 13 bents, most have 6 piles.<sup>2</sup> Pile cap bents are built by installing the piles and then cutting them all simultaneously to achieve uniform height. When repairs are made and a new pile is installed, shims are needed to achieve matching height.<sup>3</sup> The absence of shims on most of the bents suggest that many are original timbers.

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<sup>1</sup> "Has Narrow Escape." 1921 July 15

<sup>2</sup> CH2MHill Feasibility report.

<sup>3</sup> Foster, Wolcott. A treatise on wooden trestles and their concrete substitutes. P30

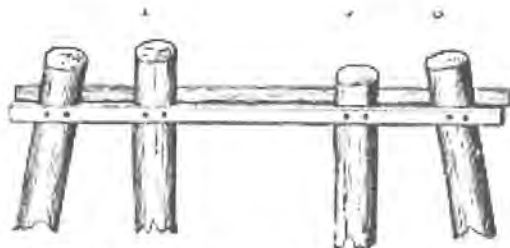


FIG. 19.—MARKING PILES FOR CUTTING OFF.

A narrow plank having a straight upper edge, and long enough to extend entirely across the bent, is then nailed on each side of the piles (Fig. 19), and the top cut off level or cut in far

The Los Gatos Creek trestle length is relatively rare for rail bridges according Wolcott Foster's Treatise on Wooden Trestles. The book included an analysis of bridge and trestle length in railroads. Only 0.15% of all kinds of bridges and trestles during that time period were over 200 ft. long. (About 0.18% of rail miles were on bridges or trestles over 200 ft). That makes the length of the Los Gatos Creek trestle very rare for its time period.<sup>4</sup>

TABLE II.

Distribution of Bridges and Trestles in Spans of Different Lengths, in Totals of Linear Feet.

(COOPER'S TABLE No. 4.)

Miles of Road.	Trestles and Spans under 20 feet.	Spans 20 to 50 feet.	Spans 50 to 100 feet.	Spans 100 to 150 feet.	Spans 150 to 200 feet.	Spans 200 to 250 feet.	Spans 250 to 300 feet.	Spans 300 to 400 feet.	Spans 400 to 500 feet.	Spans 500 to 600 feet.	Total	Average per Mile of Road.
26,288	2,299,758	85,181	94,165	149,121	80,551	29,542	5,672	1,211	1,040		2,746,246	104.7

"Using this as a basis of estimate, the 3030 miles of trestles and bridges in the United States should be distributed as follows:

Trestles and Spans under 20 feet.	Miles	No of Spans.
Spans 20 to 50 feet.	2,424	727,200
" 50 to 100 "	121	18,150
" 100 to 150 feet.	130	9,100
" 150 to 200 "	190	8,000
" over 200 feet	109	3,300
	50	1,150
	3,030	766,900

The above includes all bridges of either wood or iron."

According to Wolcott Foster's book on wooden trestle construction (published at the time of the trestle's construction), there are two kinds: framed and pile bent. Both types are meant to be inexpensive, quick to construct, and usually temporary. Foster wrote that in most cases the trestle will be replaced with fill and a culvert created to carry the creek. It was more efficient to haul dirt along a finished track. "The use of such temporary structures has been justified by the necessity of keeping

<sup>4</sup> Foster. Ibid. page 2.

the cost of such long lines as low as possible and by the importance of putting the companies in the position to earn money by carrying freight as soon as possible.”<sup>5</sup> Foster also wrote that pile cap trestles are very rarely built over 30 ft.<sup>6</sup> Explaining why there are few tall pile-bent trestles: “There is one grave objection to high pile-trestles, and that is the top end of the tree, that is the poorest timber, is in the ground.”<sup>7</sup>

The Los Gatos Creek trestle is one of the last all wooden trestles in Santa Clara County. Most others have been removed, slated for destruction, or converted to I-beam reinforcement. It was not possible to inspect the low-lying trestle in the San Francisco Bay. It is not known whether it has been reinforced with a steel I-bar. Remaining all wood trestles in Santa Clara County:<sup>8</sup>

Los Gatos Creek at Coe Avenue

Coyote Creek at Story Road

Pajaro River at Highway 25 and the San Benito County line.

### **Some San Jose Area Context**

Southern Pacific got approval from California’s pro-industry railroad commission for a 1906 alignment through Willow Glen. The commission ordered one grade separation at the Alameda and shifted costs to the City, the County, and the local streetcar business. San Jose refused to grant a franchise and so it did not go forward. Importantly, RR’s needed franchises to go through cities, but no local permission on county land.

Southern Pacific had a stranglehold on railroading in Santa Clara County. Over the next few years, Southern Pacific acquired the streetcar systems<sup>9</sup> and they were the only shippers. They set their rates according to the customer and whether it was preferred or not.<sup>10</sup> SP sponsored a 1911 constitutional amendment that shifted the control of public utilities and things like grade separations from cities to the Railroad Commission.<sup>11</sup>

After gaining approval of the 1906 alignment, SP chose to acquire land secretly and to the local San Jose people it looked like nothing was happening. SP was in financial trouble due to earthquake damage, the washout of a Southern California line due to the Colorado river flooding the Imperial Valley, Supreme Court forcing UPRR to sell its SP stock in 1912, the Federal government’s attempt to split the SP into two

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<sup>5</sup> Foster. Ibid. page 4.

<sup>6</sup> Ibid. page 6.

<sup>7</sup> Ibid page 7.

<sup>8</sup> Dresden, Jean. Railroad trestle inspection. 2015 February.

<sup>9</sup> “The Corporate Era” in Tracks Tires and Wires, by Charles McCaleb, p 67-83.

<sup>10</sup> Hichborn, Franklin. Stories of California Legislature.

<sup>11</sup> Section 23 art 12. (Statutes extra session 1911 p 168)

starting in 1914.<sup>12</sup> To the public, SP was not focused on solving San Jose's 4<sup>th</sup> Street track problem. It was revealed in May 1913 that SP had been quietly buying land.

Meanwhile locals dreamed of another railroad to compete with the SP. As early as 1907, the East San Jose Board of Trustees wrote to WP asking for a line. A local wealthy capitalist, T.S. Montgomery had the money to invest in the new WPRR. He was head of the Prune and Apricot Growers association, owned many buildings, major real estate investor around the state, booster for San Jose, was head of the bank and a leader of the Chamber. His bio is run in multiple parts in SJ newspaper in January 1923.<sup>13</sup> Montgomery had the money to buy a board seat on the WPRR.<sup>14</sup> As a leader in the Chamber of Commerce and board member, he brought WP official on an auto tour in July 1913,<sup>15</sup> (shortly after SP's land dealings were revealed) and WPRR acknowledged in writing their plan to invest in the San Jose area.<sup>16</sup> Unfortunately, in 1915 WP defaulted on its bonds and had to reorganize.

In 1909, San Jose elected LD Bohnett, a 29 year old attorney to the state legislature where he worked as part of the progressive movement to rein in the worst of railroad excesses. Crusading reporter Franklin Hichborn wrote about the legislative years in annual editions explaining the intricate legislative maneuvering by SP and progressive legislators. Bohnett sponsored legislation and served as floor leader in many fights during his 6 years in office from 1909 to 1915.<sup>17</sup> Notably, his legislative work forced SP to offer a single rate for freight and a State Railroad Commission with real authority over SP and other utilities. (See Appendix for his bio).

Simultaneously, San Jose's boosters were anxious to grow by annexation. It also provided an opportunity to negotiations with the SP over the franchise for track location and grade separations. Gardner district was annexed in 1911.

A review of the Sanborn Fire Insurance maps from 1915 for "Westside" or present day Midtown reveals few industrial plants other than the San Jose Fruit Packing Company plant on Auzerais next to the narrow gauge South Coast Pacific Rail line (owned by Southern Pacific).<sup>18</sup> This plant was absorbed by California Packing Company in 1919 and became known as Del Monte.<sup>19</sup>

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<sup>12</sup> SP President Paul Shoup letter to Lorin Silleman. In Charles McCaleb's Tracks, Tires and Wires. P 79.

<sup>13</sup> 1922 Jan 23. Real and Ideal by Edith Daley. Self Made Men: TS Montgomery Chapter 2.

<sup>14</sup> Various SEC filings show him as a board member.

<sup>15</sup> McCaleb, Charles. P. 139

<sup>16</sup> McCaleb, Charles p 139

<sup>17</sup> Hichborn Franklin. Stories of the California Legislature. 1909, 1911, 1913, 1915.

<sup>18</sup> Sanborn Fire Insurance map 1915. San jose library database.

<sup>19</sup> Robert Brubridge, Vasona branch.

[http://vasonabranch.com/packing\\_houses/index.php?title=San\\_Jose\\_Fruit\\_Packing](http://vasonabranch.com/packing_houses/index.php?title=San_Jose_Fruit_Packing)  
Accessed 2015 March 6.

The Westside represented a prize that both Southern Pacific and Western Pacific wanted. Local boosters wanted to grow Midtown's economic potential—with shipping options.

The importance of the fruit industry to San Jose cannot be underestimated. By way of example, when rain threatened the 1918 prune crop, soldiers were placed on 5-day furloughs and sent to the fields to save the crop. Orchardists paid them wages. Without them, the crops would have been lost.<sup>20</sup>

### **1916**

SP applied to State RR Commission for approval of its previously approved 1906 right of way. The commission has control of the grade separations and awards 34 at grade crossings and 1 grade sep at The Alameda. The city of San Jose had to pay 35% SP 50% County 15% and streetcar had to pay the cost of moving itself.

The City of San Jose, arguing that another government agency can't force to tax themselves. San Jose lost in 1917.<sup>21</sup> While the case was underway, rumors were promulgated that SP was considering a station in South San Jose—abandoning the Westside due to the high cost of the subway.<sup>22</sup>

### **Let the Games Begin :1917**

In this context, the true Gamesmanship begins and the trestle's role becomes clear; 1917 is critical in the story of the Los Gatos Creek trestle. Rather than trying to create a narrative, here is a list of the competing factors in the conflict:

Western Pacific gains permission in August to build their "beltline" around the southern edge of San Jose.<sup>23</sup> WP acquires some properties and lays some track at Coe Avenue. SP kept a Peninsular Rail car on hand to harass the WP track laying team—running back and forth so that the work crew could not lay track.<sup>24</sup>

Caught by surprise, leaders of the Willows Improvement Association quickly try to put together an incorporation election to prevent the WP alignment. Leaders include Bohnett, architect and developer F.L. Wolfe and future Willow Glen Mayor Paul Clark.

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<sup>20</sup> "Soldiers in Fruit: Uncle Sam's Men in Uniform arrive from big camp to rescue prunes" 1928 September 16

<sup>21</sup> City of San Jose vs. California State Railroad Commission et al (175Cal 284) The Pacific Reporter Volume 165 pages 987-

<sup>22</sup> 1916 Oct 28 Railroad Denies Change in Plans. Officials Declare Rumor of Out of Town Location of Depot is Unfounded"

<sup>23</sup> McCaleb. P 141.

<sup>24</sup> Arbuckle, Clyde. History of San Jose.

TS Montgomery expresses outrage at Willow Glen action and says that Santa Clara offered 10 acres for free if WPRR ran their route to Santa Clara instead. He argues that the WP must go to where the business opportunity is located –and that's the west side.

The City of East San Jose hired consulting engineer George Damon who argued that the Westside depot will impair growth.<sup>25</sup>

City of San Jose lobbied for a union station for WPRR and SPRR. The City asked the Railroad Commission to intervene. The Commission agrees it would be a better idea but refuses to intervene, lacking jurisdiction.

The Prune and Apricot Grower Association is formed by TS Montgomery in 1917.<sup>26</sup> Later it becomes Sunsweet. It is formed to represent grower interests and be a counter-balance to the SP railroad and the growing California Packing Company. (CalPak). Cal Pak acquires the San Jose Fruit Packing Company on Auzerais in 1919. Then it acquires more canneries and builds more facilities.

Meanwhile, WP was quickly building its line from Niles Canyon using inexpensive construction techniques and low gauge track.<sup>27</sup> Then the Federal government stopped construction and took over the railroads for the duration of World War I. The SP franchise expired in 1918 during the war.

### **After World War I**

The railroads were returned to their owners in the middle of 1920. WPRR Board member and San Jose resident T.S. Montgomery revealed his real estate business was the sole land agent for the WP. He acquired land and then sold the remnant pieces to developers.

The Los Gatos Creek trestle is started in 1921 and completed in 1922.

WPRR promised the residents of Willow Glen in February 1922, that "the area will always remain a residence district and no industries will be allowed to come in."<sup>28</sup>

Nevertheless, in March 1922 Palm Haven petitioned to the city of San Jose, preventing the Southern Pacific from using a County alignment just to the southwest of the city of San Jose once it crossed Los Gatos creek. They kept SPRR and WPRR spurs out of their neighborhood. LD Bohnett, his wife, and E.L. were three of the six

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<sup>25</sup> Proposed West San Jose Depot Will Check Development says Geo. Damon. SJ Mercury 1917 Jun 11. "East and West San Jose to meet to discuss Great Railroad problem" SJ Mercury 1917 Jun 27

<sup>26</sup> California Fruit News. 1918 march 30 page 9.

<sup>27</sup> Holmes, Norman. Prune Country Railroadng.

<sup>28</sup> "Western Pacific Spends Millions on Facilities." 1922 Feb 3

petitioners. The vote was 20 to 1.<sup>29</sup> Meanwhile, the WPRR beltline opened to Westside on August 21, 1922.

SP and the City of San Jose continue to negotiate and at one point come to an agreement, but the bond issue to pay San Jose's share of the Alameda subway fails at election in October 1923.

In a notable revealing of shifting alliances—WP's "Hermitage" property at Coe and Leona and Ramona was subdivided by 1924 by EL Wolfe, leader of the 1917 incorporation movement to block WPRR. By developing the land, it made it more expensive for SP to share the WP alignment—they would have to buy additional land that was subdivided.

Over the next few years, arguments revolved around using the WPRR alignment for both companies or not. The number of grade separations and cost sharing was part of the negotiations. San Jose hired an outside engineering firm, Harland Bartholomew and Associates to help them.

Rumors appeared that there was another route around the Westside using the Hillsdale branch and then joining the Pacific Coast line. The Consultant report suggested using the WPRR line or elevating 4<sup>th</sup> Street. The city demanded that SP use the WP Route in May 1927. In this context, the need to incorporate Willow Glen became clear. Keep SP out of the Willows by keeping it off the WPRR line and keeping it off the unknown but rumored alternate route. Not wanting to wait, the French Residence tract at Delmas and Shepherd annexed to San Jose in 1926. Critically, SP and the City of San Jose made agreements to use 1906 alignment—but Southern Pacific did not issue a letter until *after the Willow Glen election*.<sup>30</sup> Willow Glen elected to form a city in Fall, 1927.

SPRR approached the City of Willow Glen, but was rebuffed. SP took things into their own hands and constructed track to carry materials and dirt to the Willow Street crossing. To haul the materials, they had to cross City of Willow Glen land. The familiar story of Willow Glen suing ensued. The purpose of the lawsuit was a negotiating chip to gain a subway at Minnesota/Alma to keep Willow Glen's access to industrial areas open. L.D. Bohnett, the City Attorney of Willow Glen took the lawsuit to the Supreme Court as discussed in the earlier DEIR comments.

### **Meanwhile the WPRR**

"The less-than-carload (LCL) volume of business increase to the point of crowding the West San Jose freight depot, who warehouse was constantly filled in and

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<sup>29</sup> "Palm Haven is Solid to Come into San Jose" September 1, 1922; "Palm Haven May Become Annexed" March 22, 1922

<sup>30</sup> 1927 Sep 12. Holmes. Prune Country Railroading. "Resumes Parley with San Jose."



## Grade Separation Summary

During the negotiations, various proposals were floated for grade separations. At the start, San Jose rejected the cost allocated to it by the California Railroad Commission for the Alameda Subway. San Jose failed to get it changed in court. By 1923, the City got a modification from the State Railroad Commission, cutting costs in half, but a bond issue failed to get a 2/3 vote. Importantly, SP moved from the position of ONE grade separation in 1917 to paying for a total of 10 grade separations for the modified 1906 route by the time it opened in Dec 1935: 8 in San Jose, 1 in Willow Glen (Alma) and 1 at Almaden Road in the County.

Importantly, San Jose City Engineer Clarence B. Goodwin appears to have been the problem solver by suggesting berms in 1926 to raise the height of the alignment through the Gardner district which reduced the cost of the subways. Goodwin's idea necessitated the use of the Azevedo cut through Dairy Hill/Communication Hill.

The following Table summarizes the back and forth about grade separations. The "Who" column represents "who" made the proposal. As late as 1928, the WPRR alignment was still in play as a negotiating chip.

<u>Date</u>	<u>Who</u>	<u>Route</u>	<u>Grade Separations</u>
1917	CaRR	1906	1: The Alameda. 35% City. 15% county.
1923 Oct <sup>33</sup>	Ca RR	1906	1: The Alameda. 18.75% City 18.25% State
1925 Apr 11	SP	4 <sup>th</sup> Street	no grade separations
1925 Dec 15	CSJ	4 <sup>th</sup> Street for passengers—elevated	
	CSJ	WP freight	8: grade seps in report
1926 May 28	SP	1906	5: Alameda, West San Carlos, Coe, Willow, Minnesota
1927 May 3	CSJ	WP	4 : Julian, The Alameda, Park, San Carlos <sup>34</sup> pay property damages, not percentage
1927 July Sep.	CSJ/SP	1906	5: Julian, Alameda, Park, San Carlos, Monterey Hiway new station, city pays property damage, state pays half Monterey Highway at Oak Hill Cemetery
1928 Jan 8 <sup>35</sup>	SP	WP	No grade seps. Use WPRR route
1928 Feb 16 <sup>36</sup>	SP	modified 1906	8: Julian, The Alameda, Park, San Carlos, Bird, Delmas, Prevost, Willow, new station. CSJ pays property damage
1928 Apr 17 <sup>37</sup>	WG	1906	anonymous feeler—straighten route <i>if WPRR moves</i>
1935 Dec	SP	modified 1906	8 in San Jose, 1 in Willow Glen, 1 in County

<sup>33</sup> California Railroad Commission Decisions. 1923.

<sup>34</sup> 1927 Aug 9 GH McGarry Summary of SP conflict. Also Holmes. Prune Country Railroading.

<sup>35</sup> 1928 Jan 8 Holmes. Prune Country Railroading. SP says will lay track next to WPRR route.

<sup>36</sup> 1928 Feb 16 "Six Worst Crossings Relieved"

<sup>37</sup> 1928 April 17 Willows would join San Jose if WP was put on SP's Route. "CSJ votes franchise same day.

## Summary

**The Los Gatos Creek trestle of the Western Pacific Rail line on the "Beltline" is the embodiment of five major ideas:**

- 1) Structure. It is unique and rare. Less than 0.15% of trestles of any kind are this length. Few pile cap trestles are built as high as 25 feet. Most of structure appears to be original. It is one of the last 3 wooden trestles in Santa Clara County that is not yet doomed to destruction. It is publically owned and in the best location to communicate the feeling of a railroad alignment.
- 2) Fruit Industry. The structure communicates the San Jose's desire for growth on the west side and in its fruit growing region. It represents the opportunity sought by investors to reach the burgeoning canning and fruit packing industry as quickly and as inexpensively as possible. The trestle represents how the WPRR's decision to handle freight differently than Southern was a benefit to the industries of San Jose.
- 3) Railroad Industry. The structure embodies the conflict over railroad alignments and grade separations. The alignment was a trading chip in the negotiations for over a decade in and out of favor by San Jose and SP. The trestle was never upgraded—preventing it's immediate use as a mainline route.
- 4) The Trestle and WPRR alignment symbolize the passionate advocacy of LD Bohnett and TS Montgomery.
- 5) Willow Glen. The ongoing risk to the Willow Glen neighborhood from a possible use of the WPRR alignment by the SPRR mainline galvanized the residents into incorporating.

Please use this paper combined with my comments for the DEIR. Thank-you for this opportunity to provide additional information for the nomination to the San Jose Historical Landmarks.

Sincerely,

Jean Dresden

## **Appendix**

### **LD Bohnett**<sup>38</sup>

L. D. Bohnett (1880-1970) was a native of Santa Clara County, raised on fruit ranches in the Cambrian area. He was one of 11 children of Joseph and Tamer (Barker) Bohnett. His father had come to California from Michigan in 1871, and his mother was born in Santa Clara County. L. D.'s wife, the former Ivadelle Bevens (1886-1970), whom he married in 1910, was born in Michigan, and came to San Jose from Yuba City with her parents about 1906. Her father Edgar was a building contractor who operated a successful contracting business in San Jose during the early years of the twentieth century. The last of the Bevens's personal residences is located at 655 Palm Haven Dr.

L. D. Bohnett attended the University of California, Berkeley, and graduated in 1906, passing the state bar examination in 1907. He briefly served as Deputy County Clerk for Santa Clara County before opening his own law office in 1908 and winning election to the State Assembly in 1909, representing the 44 th District. During his three terms in Sacramento, he served as Assembly Floor Leader for Governor Hiram Johnson, shepherding through many progressive reforms during that period. His work in Sacramento was well chronicled locally. He carried and initiated many reforms such as worker's compensation legislation, usury laws, railroad regulation, and red-light-abatement laws. Returning to San Jose after a failed run for Congress, he was appointed as attorney to the State Water Commission and the State Controller appointed him as the county inheritance tax appraiser. He embarked locally on a long and successful career as an attorney, originally partnering with Henry G. Hill, and later his son John. L. D. Bohnett is mostly remembered locally for his efforts in the formulation of the town of Willow Glen. As early as 1917 he had taken a leadership role in attempts to annex this 'unincorporated area into to San Jose, or establish the area as a separate city in order to provide city services. He worked to keep the Southern Pacific Railroad from constructing a line with ungraded crossings through the growing community of Willow Glen. This effort resulted in incorporation of Willow Glen in 1927. Bohnett's strategy for incorporation was to force the railroad to obtain a City franchise for their proposed line. Bohnett fought the railroad through the appeal courts, eventually negotiating a settlement that resulted in the line being built on raised tracks with grade separations at the major entries to the residential district. L. D. Bohnett served as City Attorney for Willow Glen from 1930 until it was consolidated into San Jose in 1936. L. D. Bohnett's fight against Southern Pacific had origins in his activities while in Sacramento. In 1911 his efforts with the Eschleman Bill in the Assembly was instrumental in establishing the regulation of rates and establishment of the State Railroad Commission. In addition to L. D. Bohnett's contributions to the founding of

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<sup>38</sup> Maggi, Franklin. Historic report for LD Bohnett home.

[http://www3.sanjoseca.gov/clerk/Agenda/20080812/20080812\\_0204.pdf](http://www3.sanjoseca.gov/clerk/Agenda/20080812/20080812_0204.pdf)

Accessed 2008 September 12.

Willow Glen, he also had long term involvement in the formulation of the local water district. He was legal counsel for the Santa Clara Valley Water Conservation Committee in 1921 when he prepared state legislation to permit the formation of a local water district. The "Jones Act" was approved in June of 1921 (with a 1923 revision that Bohnett also prepared) and enabled local bonding for conservation activities. L. D. Bohnett remained involved with water conservation activities for 40 years;

The following  
items were  
received after  
packets were  
distributed.

## 3 Petitions in support of WG Trestle -- PP 13-085

Martha Heinrichs <ichs@earthlink.net>

Mon 5/4/2015 7:31 AM

5-6 comments

To: Davis, Martina <Martina.Davis@sanjoseca.gov>;

Cc: info@wgtrestle.org <info@wgtrestle.org>;

Hello Martina,

Attached are 3 signed Petitions in support of the Retrofit Alternative in the DEIR of the Three Creeks Trail Bridge and also supporting the Historic Landmarks Commission's nomination of the trestle for Landmark status. Please give copies to each of the Commissioners before the HLC meeting on Wednesday, May 6th.

If you have any questions, please contact me.

Thank you for your assistance.

Martha Heinrichs  
[ichs@earthlink.net](mailto:ichs@earthlink.net)

## SAVE THE WILLOW GLEN TRESTLE

To: The Honorable Mayor Liccardo and Members of the City Council:

We, the undersigned, support the saving and restoration of the Willow Glen trestle, and ask that you select the "Retrofit Alternative" in the EIR of the Three Creeks Trail Bridge. It is a San Jose treasure and played a large part in our city's history.

We also ask that you endorse the action by the Historic Landmarks Commission to grant Landmark Status for the Willow Glen Trestle.

NAME

ADDRESS

Ronni Carroll	3315 Almaden Exp
Maryann Krasner	751 San Jose Ave
Cheryl Houshield	4795 Ditchman Ave. #2
Jusand Smith	3315 Almaden Exp. 95118
Charles Rivera	2190 Marques Ave 95125
Marypierre Welles	3113 Faxon Rd. #1 95124
Cheryl Pender	705 Buddlam Way Campbell 95008
Eleanor O'Brien	2169 Westchester Dr 95128
Teresa Japustern	14910 Quito Rd. Los Gatos 95032
Chrysa Rytzili	1620 Marina Way San Jose 95125
Janet Kempf	1152 Bend Dr Campbell 95008
Vilho J. Rorilo	999 W. Taylor St. San Jose 95126
Margaret O'Connell	999 W. Taylor St. San Jose CA 95126
David Long	999 W. Taylor St. San Jose CA 95126
Alto H. Vucori	1697 Hicks Ave SAN JOSE CA 95125
Carol S. Vucori	1697 Hicks Ave SJ 95125

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We also ask that you endorse the action by the Historic Landmarks Commission to grant Landmark Status for the Willow Glen Trestle.

NAME	ADDRESS
Sharon D. Colburn	6122 Franciscan Way, S.J.
Joan B. Mendota	1150 Redwood St.
Jack Lloyd	5054 Beth Ct S.J.
Karin Hong	1552 Minnesota Ave S.J. 95125
Donna Marie Lodi	22637 Montezuma Dr. Campbell 95008
Mary Edwards	1016 Thornton Wy. S.J. Ca 95128
Cheryl Bailey	1800 N. Midway St Campbell 95008
Beverly Dietl	346 Calada Lane Campbell 95008
Barbara J. DeVault	4051 Casa Grande Way San Jose 95118
Robert L. Loe	1323 Pico Lane San Jose 95130
Suzanne Caldwell	1705 Whitewood Lane #3 Campbell CA 95008
Dicki Silvio-Zjeng	469 Shepherd Ave, S.J. 95125
JENNIFER HO	2027 La Salle Way, San Jose, CA 95130
Jennifer Correa	825 Claremont Dr. <del>Campbell, CA</del> <sup>Menlo Park, CA</sup> 95037
Gail Howell	1048 El Pato Dr Campbell, CA 95008
Ann Marie Ingram	782 Springfield Drive Campbell CA 95008

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We also ask that you endorse the action by the Historic Landmarks Commission to grant Landmark Status for the Willow Glen Trestle.

NAME

ADDRESS

<u>Monica Meyer</u>	872 Harrison Campbell, CA
<u>Lynne M. Marchi</u>	4804 Via De Caballe S.J 95118
<u>Patricia Rivera</u>	1323 Bear Ct. - San Jose 95128
<u>JUAN RIVERA</u>	1323 BF-SS CT S J CA
<u>Martha Arminio</u>	1407 Hamilton Way S.J 95125
<u>Melitony Hernández</u>	1407 Hamilton Way, San Jose 95125

# Willow Glen Trestle

Catherine Kilkenny <cgkilkenny@comcast.net>

Fri 5/1/2015 7:21 PM

5-6 comments

To: Davis, Martina <Martina.Davis@sanjoseca.gov>;

Cc: Catherine Kilkenny <cgkilkenny@comcast.net>;

Please nominate the Willow Glen Trestle as a landmark!

Catherine Kilkenny & Doug Coffey  
Willow Glen residents

**RE: DEIR for the Three Creeks Trail Pedestrian Bridge Project**

We, the undersigned, support the Retrofit Alternative to reuse and repair the existing Los Gatos Creek Trestle and ask that San Jose City Council vote the same.

Dated May 7, 2015 in San Jose, California.

NAME

ADDRESS

HEATHER DIXON	3053 WESTFIELD AVE, SJ 95128
RICK HELIN	1517 SAN JOAQUIN AVE SJ 951
SUSAN SIVERO	1348 WHITEGATE AVE SJ 95125

# Petition to Save the Willow Glen Trestle

N.		Date	
Name	Stan + Sandra Ketchum	Signature	Sandra C. Ketchum
Address	PO Box 37904, SJ 95158	Phone	
Name	Stan Ketchum	Signature	Stan Ketchum
Address	14951 Ridgely Dr. S.J.	Phone	(408) 802-5800
Name	Kristine Conley	Signature	Kristine E. Conley
Address	170 N 11th St. SJ 95112	Phone	408 712-4039
Name	Phil D. Kavasi	Signature	
Address	446 S. David Ave. 95128	Phone	408-564-3614
Name	Ron Hagen	Signature	Ron Hagen
Address	503 S 2nd St	Phone	408-564-9810
Name	NANCY C. DERHAM	Signature	Nancy C. Derham
Address	P.O. Box 1844 Los Gatos	Phone	408-358-1277
Name	Noel St. John	Signature	
Address	87 Cleaves Ave, SJ, CA 95126	Phone	
Name	Lori Tierney	Signature	Lori A. Tierney
Address	368 N. 6th St SJ 95112	Phone	408-971-4420
Name	Michael Tierney	Signature	Michael Tierney
Address	368 N 6th St, SJ CA 95112	Phone	408-971-4420
Name	Lorraine Glick	Signature	L. Glick
Address	1352 Newport Ave	Phone	408 292-0215
Name	Sandra S. Sullivan	Signature	Sandra Sullivan
Address	523 S 1st	Phone	408-278-1741
Name	DAVID GUINTE	Signature	David Guinther
Address	220 S 13th St	Phone	408 995-0500
Name	Jane Guinther	Signature	Jane Guinther
Address	220 S. 13th St.	Phone	408-995-0500
Name	Ed Castaneda	Signature	Ed Castaneda
Address	1883 Naglee Ave	Phone	(408) 278-3972
Name	DAVID OXLEY	Signature	David Oxley
Address	146 NORTH 16th	Phone	408-838-6941
Name	FELICIA KEMP	Signature	Felicia Kemp
Address	186 N 15th St	Phone	408-393-5363
Name	Hellen Salomon	Signature	Hellen Salomon
Address	525 S 6th St SJ 95112	Phone	408-292-2310
Name		Signature	
Address		Phone	

# Petition to Save the Willow Glen Trestle

N.		Date	
Name	Karen Lowe	Signature	Karen Lowe
Address	1320 Lillian Ave <sup>Sunnyvale</sup>	Phone	
Name	Mike Lemurdil	Signature	
Address	Minnesota Ave S.T.	Phone	
Name	ERIC HARGREID	Signature	
Address	8869 10th St SJ	Phone	
Name	Jacobe M Hernandez	Signature	
Address		Phone	
Name	Juan C. Alvarado	Signature	SA
Address		Phone	
Name	Victoria Noperi	Signature	Victoria N-
Address	408 S 5th St 9019	Phone	(408) 216-3595
Name	John Loren	Signature	
Address	551 S. 6th St, Apt C	Phone	(415) 271-4022
Name	Cecilia Ramirez	Signature	
Address	1175 Bal Harbor way	Phone	(408) 726-2653
Name	Dan Fenstermacher	Signature	
Address	69 Bisset St, San Jose	Phone	
Name	DAMES COWLEY	Signature	James Cowley
Address	2021 S. 14th St	Phone	408 258-1861
Name	Carol Meredith	Signature	Carol Meredith
Address	199 S. 16th St, SJ.	Phone	408 971-6262
Name	Gilda Forrester	Signature	Gilda Forrester
Address	144 S. 3rd St #201	Phone	
Name	LAURA CHIN	Signature	Laura Chin
Address	6605 S 15th St	Phone	
Name	Rosa Gonzalez	Signature	Rosa
Address	271 S. 20th St.	Phone	408 977 1627
Name	Steven Tate	Signature	
Address	460 So. 6th #2	Phone	
Name	Mark Williams	Signature	Mark Williams
Address	682 S 7th St	Phone	
Name	WALTER SOELLNER	Signature	Walter Soellner
Address	583 S. 6th St, SJ 95112	Phone	
Name	Nancy Saffery	Signature	Nancy Saffery
Address	1925 Trento	Phone	408 507-1348

## Petition to Save the Willow Glen Trestle

[illegible]

## The Trestle in Willow Glen ( Willow Glen Trestle)

Milton Chris Carris <mmiltcaris@aol.com>

Fri 5/1/2015 10:03 AM

5-6 comments

To: Davis, Martina <Martina.Davis@sanjoseca.gov>;

To Martina Davis:

The very fact that the trestle was built is a testimony to the earliest requirements for solutions to not only transportation but getting serious

"PRODUCT TONAGE", in this case raw fruit into the canneries and finished canned and dried fruit out of the canneries. But let's not forget that there were also people moved as a convenience in coaches as well.

The effort was by people who worked, mostly all of their lives, either on the ranches or in the canneries or both. This effort provided product in both peace time and in desperate times of war. Yes, there were trucks used, small, mostly ton and a half flatbeds, Fords, Internationals, Dodges, and some no longer made. Diamond Reo, Mack and others that were more like the horse drawn wagons used only perhaps ten years before railroads came. The trucks were used to move the fruit out of the fields to the canneries or railroad, not long hauls like the railroads. Trucks were short movers and deliveries and did not carry much.

The San Jose City Council is too young to appreciate and understand there was a life and living standard in the Santa Clara Valley long before they were born. For the City Council of San Jose, they only see today's San Jose/Willow Glen, a crowded, metropolitan, business and bedroom district. The Willow Glen Trestle, although nothing more or less than a way to get both people and cargo across a small seasonal stream, is nonetheless as important for the very fact it served day and night, good weather or bad, in prosperous times and in bad economies, its purpose to allow the crossing of goods and people.

The City Council of San Jose does no one any service by tearing out the Willow Glen Trestle which is perfectly remake-able for the purpose of the bike and walking trail. It has been shown to be mechanically reliable and will cost much less money to retrofit, than to replace it with a new concrete and steel structure that has no history nor site appeal. I dare say, if the City Council of San Jose believes this is some type of legacy to mark them as if they have provided San Jose/Willow Glen citizens with a brand new crossing, they have only squandered money and history. If they believe some parent will point out this new steel and concrete structure to their children, what will be said and understood is that it is like so many others of the same type and variety, and it will be instantly dismissed and forgotten as ordinary.

But if you have a wooden trestle once used by the Western Pacific/Southern Pacific Railroad that actually helped develop the San Jose/Willow Glen and South Bay area of the Santa Clara Valley, the same child can see the massive pilings, cross members, timbers, and bolts holding it, with its black tar coating,

it will be remembered for much longer. The trestle has been there a long time and will last just as long, if cared for, in fact longer than a new steel and concrete structure, that will only invite graffiti taggers on its surfaces. The trestle is a historical record how people of the railroad, canneries, ranches, businesses all came together to support the rest of the country and world, not just to allow some walkers and bicyclist cross a little seasonal stream.

If the City Council of San Jose allows the destruction of the Willow Glen Trestle, the shame is on you. You care nothing about history, nor the people who agreed to support and build the trestle in the first place. I lived amongst those people for 62 years and they deserve to be remembered by the very structures they left for their descendants to use and enjoy.

Sincerely,

Milton Chris Carris, former owner of the Willow Glen Coffee Roasting Company

# Trestle

Pete Anderson <petesfloorswd@gmail.com>

Wed 4/29/2015 10:12 PM

5-6 comments

To: Davis, Martina <Martina.Davis@sanjoseca.gov>;

Hello,

I cannot attend the meeting. I would like to see the trestle become a historic landmark.

It is a practical alternative to a modern, ugly cement bridge.

Thank you, Pete Anderson

265 N. 13th 95112

Resident District #3

# Untitled

Wynn Barnes <wynnpaints2@yahoo.com>

Wed 4/29/2015 8:49 PM

5-6 comments

To: Davis, Martina <Martina.Davis@sanjoseca.gov>;

I wish they would just retrofit Its cheaper an makes more sense. Wynn Barnes

## FW: Willow Glen Trestle - Historic Status, again

Peggy White <peggy@peggy-white.com>

Tue 5/5/2015 10:13 AM

Inbox

To: Davis, Martina <Martina.Davis@sanjoseca.gov>;

Hello

Please pass this along to the HLC for tomorrow night's proposed vote on the historic status of the Willow Glen Trestle. Thanks!

To the HLC:

Once again you are being asked to vote on the Willow Glen Trestle – hopefully this time the vote will go forward and not be delayed. By now you have had a chance to review the documents from SJ citizens responding to the revised EIR, and the City's comments. You may have read Jean Dresden's extensive research on the history of the trestle and its impact on San Jose and Willow Glen in particular, along with many other thoughtful comments in support of saving the Trestle.

Please vote to support the designation of the Willow Glen Trestle as a City of San Jose Landmark! There will not be many more opportunities to save the history of San Jose – so many structures have been destroyed in the name of 'progress.' There is no development that is being held up because of the Trestle, which has typically been the excuse for removing historic structures. Preserving the Trestle will not only preserve a piece of San Jose's history, it will become an integral component of the bike/pedestrian path that will take San Jose into the future.

Thanks again for your consideration.

Peggy White  
Willow Glen Resident

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**From:** Peggy White [mailto:peggy@peggy-white.com]  
**Sent:** Wednesday, March 04, 2015 1:32 PM  
**To:** 'martina.davis@sanjoseca.gov'  
**Subject:** Willow Glen Trestle - Historic Status

Hello

I understand that the City is attempting to force the SJ Historic Landmarks Commission to declare that the Willow Glen Trestle is not an historic structure. I implore you to not allow this travesty! This is an important structure for the Willow Glen neighborhood and many of us do consider the Trestle to be significantly historic for several reasons:

1. It is associated with the Western Pacific Railroad and was a main conduit for fruit shipping from Willow Glen/San Jose canneries.
2. While it was one of many shipping routes through the area, it is one of the only wood trestles left standing from

that era.

3. Willow Glen would not have been incorporated without the canning industry and the Trestle's role in facilitating the fruit shipments.
4. It is associated with the proud canning history of Santa Clara County.
5. It represents one of the few remaining railroad bridges of its kind.
6. It is beautiful and it is a wonderful addition to the trail system!

To make such a decision, the newly formed 2015 SJ Landmarks Commission would need time to make a considered decision from an historical perspective. As you probably know, the previous SJLC was not allowed to make a recommendation at all – but they stated that if they were, they would support retaining it rather than destroying it. To be frank, I feel that allowing politics to dictate such a decision is reprehensible. Please give the Trestle some 'due process' rather than tossing it into a landfill.

Thank you,  
Peggy White  
Willow Glen resident

RE: DEIR for the Three Creeks Trail Pedestrian Bridge Project

We, the undersigned, support the Retrofit Alternative to reuse and repair the existing Los Gatos Creek Trestle and ask that San Jose City Council vote the same.

Dated May 7, 2015 in San Jose, California.

NAME

ADDRESS

Severn Edmonds 919 Riverside Dr. SJ. 95125

Brooks W. Luper 11157 Palos Verdes Dr Capertown CA 95014

BOSKO ZIVALJEVIC 956 COE AV SJ 95125

AGGIE ZIVALJEVIC 956 COE AV SAN JOSE 95125

Anna Taimel 1073 Warren Ave 95125

Scott Betty Cowan 125 Cleaves Ave SJ 95126

ZEE Ouellette 221 Laurel Grove Lane 95126

Eileen Heringer 2823 Cardinal Lane 95125

Henry Bearick 2108 Newport Ave, SJ 95125

Rosanne Seratti 1044 Mitchell Ct San Jose CA 95128

Robin Biesterveld 1482 Hamilton Way San Jose CA 95125

Dan Biesterveld 1482 Hamilton Way San Jose CA 95125

Richard + April Bowen 1925 Foxworthy S.J. CA 95124

Adam Bowen 68 N 10TH #4 SJ 95112

TODD WILBERT 935 RIVERSIDE DR. SAN JOSE CA 95125

From: Laura Levin <laura.levin@sbcglobal.net>  
Sent: Tuesday, May 5, 2015 11:13 PM  
To: Davis, Martina  
Subject: Willow Glen Trestle

To: The Historic Landmarks Commission

I am writing to urge the Commission to vote to nominate the Willow Glen Trestle as a historic landmark. The trestle is an imposing structure that evokes thoughts and feelings of a bygone era in and around San Jose. Its massive timber is the product of the once-thriving logging industry nearby. The reason for its existence, as transportation for the fruit packing industry, reminds us that San Jose and its surroundings were once known as the Valley of the Heart's Delight.

Several years ago, friends and I were walking the back streets of Willow Glen and came upon the trestle for the first time. I still remember the surprise and awe I felt, seeing it spanning the creek, bordered by lush foliage. It looked as though it had been there for a century, and as I walked the length of it, I felt a sense of its permanence.

I sincerely hope the Willow Glen Trestle will survive and assume its new role as a special component of the Three Creeks Trail. Please vote for its nomination for landmark status. Thank you for your consideration.

Respectfully,  
Laura Levin

Historic Landmarks Commission  
San Jose City Hall  
200 East Santa Clara Street  
San Jose Ca 95113

May 6, 2015

Re: Los Gatos Creek Trestle

Dear Commissioners,

I am writing today to ask you to vote in favor of designating the Los Gatos Creek Trestle as a Historic Landmark in San Jose.

As a life-long San Jose resident, I have witnessed the transformation of Santa Clara County from the Valley of Heart's Delight, where orchards dominated the landscape, to the Valley of Innovation and Opportunity, where we invent the next best thing.

We should be proud of where we have come as a community and a region. But we also need to respect our past and preserve our history. That's why I am recommending that the San Jose City Council reconsider its decision to demolish the Willow Glen Train Trestle and choose the option to retrofit the 94-year-old structure to serve as the bridge connecting the Three Creeks Trail to the Los Gatos Creek Trail.

I believe that the Draft Environmental Impact Report is flawed in a number of areas, not the least of which is the assessment that the train trestle is not historic. Built by the Western Pacific Railroad in 1921, the trestle served as a bridge for freight trains that carried products from the nearby canneries, including the Del Monte Corporation. The fruit packing industry is a big part of San Jose's past, and this trestle is only one of three remaining in San Jose.

The Santa Clara County Historical Heritage Commission, chaired by local historian April Halberstadt, also supports preserving the trestle.

I am writing this letter as an individual member of the Santa Clara County Board of Supervisors. However, last year the Board of Supervisors did direct staff to work with the City on alternatives to demolition.

The County is also one of the funding partners of the Three Creeks Trail project, contributing \$2 million of the Park Charter Fund in 2010 for acquisition of the trail's western alignment from Lonus Street to Minnesota Avenue and has committed \$1 million toward the future acquisition of the eastern alignment, east of Highway 87 to Kelley Park.

Over the years, we've lost so many of our history buildings and relics of the past. Please don't let the Willow Glen Train Trestle be another loss to the City of San Jose.

Sincerely,

Dave Cortese

Sincerely,

Dave Cortese

President, Board of Supervisors

Santa Clara County